CHATTANOOGA EARLY ACTION COMPACT AREA

Hamilton
Marion
Meigs

BOB CORKER
MAYOR
SUITE 100, CITY HALL
CHATTANOOGA, TENNESSEE 37402

CLAUDE RAMSEY
COUNTY EXECUTIVE
208 COURTHOUSE
CHATTANOOGA, TENNESSEE 37402

2003 JUN 10 AM 9:18

June 4, 2003

Barry Stephens, P.E.
Technical Secretary
Tennessee Air Pollution Control Board
9th Floor, L&C Annex
401 Church Street
Nashville, TN 37243

Subject: Chattanooga Area Early Action Compact Control Measures

Dear Mr. Stephens:

The attached report lists control measures that will be evaluated for the use in Chattanooga EAC area to enable this area to start to demonstrate attainment with the 8-hour ozone standard by 2005. The list includes control measures that would provide more reductions than needed. This allows the EAC participants to select those controls that are practical and that will get the necessary reductions that computer modeling will show we need.

Thank you for your efforts to assist us in this endeavor.

Sincerely,

Bob Corker
Mayor
City of Chattanooga, Tennessee

Claude Ramsey
County Executive
Hamilton County, Tennessee

June 2003 Chattanooga EAC Milestone Report

As required by the November 14, 2002 memo from Jeffery R Holmstead and the April 4, 2002 memo from Lydia Wegman, we are submitting listing of local control measures being considered for the Chattanooga Area Early Action Compact (EAC) Area in Tennessee and North Georgia.

This EAC area contains three monitors. These are the Meigs County monitor, and two monitors in Hamilton County. The Hamilton County monitors are the Sequoyah monitor and the VAAP monitor.

Significant reductions in ozone are expected from the efforts of the State of Georgia to bring Atlanta into attainment with the 1-hour ozone standard and from the NO_x SIP call. These regional controls, including the substantial work being done by the Tennessee Valley Authority, will be in place for the ozone season of 2004. Additional reductions are expected from the transportation sector. Reductions are expected to continue through 2030 assuming that the projected vehicle miles traveled (VMT) does not increase at a rate greater than projected.

Stakeholder Involvement

Meetings with the governments of the EAC counties and with the public were held during this process. These public meetings were advertised in *The Chattanooga-Times Free Press* and in *Chattanoogan.com* a daily news publication produced in both electronic and printed versions. Public Stakeholder Meetings were held on May 19 and on June 2 with the assistance of a consultant who facilitated the entire process. These meeting were well attended by citizens, environmental organization representatives, industry, local and state government. Following deliberations, the interested stakeholders developed the following list of likely local control measures to be considered. All of the controls on this list are not expected to be adopted, but all controls on the list will be evaluated further. Additionally, it is the understanding of the stakeholders that other control measures may ultimately be included. The stakeholders recognized that additional analysis is necessary to evaluate the emissions reductions available from each control. This additional analysis is continuing.

Modeling

This EAC area is involved in ATMOS modeling. Emissions inventories necessary for modeling are developed and have been used in ATMOS modeling. Modeling has been conducted with a 1999 base year. Modeling efforts involving a 2001 episode are in progress. SAI is the contractor for the modeling.

ATMOS modeling showed that the Estimated Design Value for 2010 at the Sequoyah Tennessee monitor will be 80.76 ppb (parts per billion) and at the VAAP monitor will be 83.45 ppb. The Meigs County monitor was not in place during the baseline year of 1999 so a future year design value is not available. However, the Meigs County monitor is located close to the Sequoyah monitor. The Estimated Design Value at the Sequoyah monitor will be 83.7 ppb and at the VAAP monitor 85.1 ppb in 2007. The baseline year for the study was 1999 and the baseline year was grown to 2007. The modeling run, though not intended for use in an attainment demonstration did provide an indication of reductions necessary for attainment by 2007. The target for achieving the ozone standard by 2007 is 84.4 ppb.

Information from the Meigs county monitor was not available since it was not in place during the 1999 episode that was the baseline episode for this modeling. If the 9 cell grid around the monitors is considered for 2007 and for 2010, all Estimated Design Values are shown to be less than that required by the standard. To be in attainment

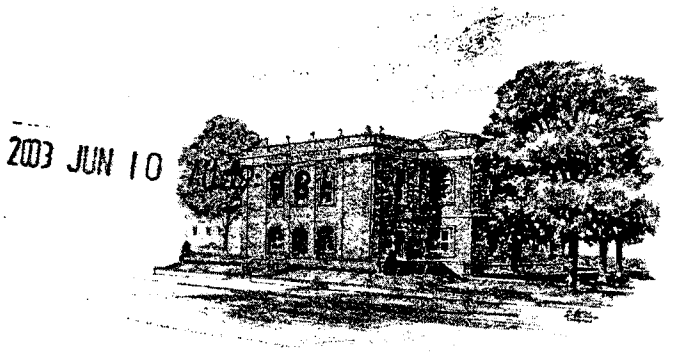
Controls List

Based on stakeholder input and the list provided by the state of Tennessee the following additional controls will be evaluated to insure that the area will be in monitoring ozone concentrations beginning in 2005 so as to demonstrate attainment by the end of 2007. Based on input from the stakeholders, the following controls were recommended.

1. Diesel Retrofit
2. Bike trails and bike racks at work sites.
3. Pedestrian greenways
4. Lower Truck Speed Limits on Interstates
5. Stage 1 Vapor recovery
6. Open Burning Restrictions
7. Ozone Action Days
8. Road Construction Congestion Mitigation Management
9. Encourage development of infrastructure and conversion to alternate-fuel vehicles
10. Support state effort to develop NOx RACT
11. Encourage accelerated replacement of on and off road diesel vehicles
12. Encourage use of catalysts and on road diesel fuel in off road diesels
13. Support the use of cetane diesel fuel-additive
14. Support lower gasoline RPV
15. Participate in regional initiatives to seek early introduction of ultra-low sulfur diesel fuel.
16. Support giving preference to bidders on state jobs with repowered, rebuilt or refueled diesel equipment.

Howell Moss

COUNTY EXECUTIVE, MARION COUNTY
P.O. BOX 789
JASPER, TENNESSEE 37347
(423) 942-2552
FAX (423) 942-1327



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Technical Secretary
Tennessee Air Pollution Control Board
9th Floor, L&C Annex
401 Church Street
Nashville, TN 37243

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Marion County Executive

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10. Support state effort to develop NOx RACT

11. Encourage accelerated replacement of on and off road diesel vehicles

12. Encourage use of catalysts and on road diesel fuel in off road diesels

13. Support the use of cetane diesel fuel-additive

14. Support lower gasoline RPV

15. Participate in regional initiatives to seek early introduction of ultra-low sulfur diesel fuel.

16. Support giving preference to bidders on state jobs with repowered, rebuilt or refueled diesel equipment.

MEIGS COUNTY, TENNESSEE

OFFICE OF COUNTY EXECUTIVE
DECATUR, TENNESSEE 37322

NATIONAL REGISTER OF
HISTORIC PLACES

KEN JONES
PO Box 156
Decatur, Tennessee
423-334-5850

May 27, 2003

Barry R. Stephens
Department of Environment and Conservation
Division of Air Pollution Control
401 Church Street, L & C Annex, 9th Floor
Nashville, TN 37243-1531

Dear Mr. Stephens:

Please find enclosed list of Likely Control Measures for Meigs County per your request.

If there is any thing more you need, please contact our office.

Sincerely,

Tami Elliott

Tami A. Elliott
Administrative Assistant
Meigs County Executive

Enclosure (s)

LIST OF LIKELY CONTROL MEASURES FOR

MEIGS COUNTY

COUNTY NAME

For the Early Action Compact, the signatory below agrees to the attached list of likely control measures for the above county. All other signatories shall sign below or attach pages as appropriate.

NAME	County Executive TITLE	May 23, 200 DATE

LIST OF EAC CONTROL MEASURES

Source Category	Control Measure Description	Pollutant Reduced	S=Stationary M=Mobile C=Combination	R=Regulatory V=Voluntary	L=Local S=Statewide
Mobile	Local governments investigate Installation of fuel infrastructure and Conversion of local government fleets to alternative fueled vehicles	NOx, VOC, CO	M	R,V	L
Gasoline refueling stations	Implement or expand Stage I and or Stage II in all MSA counties	VOC	S	R	L and/or S
On-road HDDV and Buses	Encourage accelerated replacement with newer lower emitting vehicles	NOx, VOC, CO	M	V	L and/or S
On and Off Road Diesel Vehicles	Encourage accelerated replacement with newer lower emitting vehicles	NOx, VOC, CO	M	V	L and/or S
On and Off Road Diesel Vehicles	Encourage use of catalysts and low sulfur diesel	NOx,	M	V	L and/or S
On and Off Road Diesel Vehicles	Support the use of Cetance diesel fuel additive	NOx,	M	R	L and/or S
Fleet Vehicles	Propose accelerated replacement with newer lower emmitting vehicles or with vehicles using cleaner fuels	NOx, VOC, CO	M	V	L and/or S
HDDV and buses	Truck stop electrification/Anti-idling regulation	NOx, VOC, CO	M	V/R	L
Open burning	Open burning ba--perhaps on ozone action days (or for the ozone season)	NOx,	S	R	L
On-road vehicles	Transportation management plan for large employers	NOx, VOC, CO	M	V	L

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On-road vehicles	Area wide rideshare incentives	NOx, VOC, CO	M	V	L
On-road vehicles	Support the enforcement of the smoking vehicle reg. Similar to Davidson County to remove gross emitters from road	NOx, VOC, CO	M	R	L and/or S
All gasoline engines	Support lower gasoline RVP	VOC	M	R	S
All diesel engines	Participate in a regional initiative to seek early introduction of ultralow sulfur diesel fuel	NOx, VOC, CO	M	R, V	L or S
TDOT	Support giving preference to bidders on state jobs with repowered, rebuilt or refueled diesel equipment	NOx, VOC, CO	M	R	S